IN THE SPECIFICATION:

Please amend the paragraph on page 9, lines 18-25 of the application as originally filed, which corresponds to paragraph **[0048]** of the published application, as follows:

FIG. 1 shows a shaft/hub unit 10 which incorporates a power transmitting mechanism according to a first embodiment of the present invention. The shaft/hub unit 10 serves as part of a constant velocity joint. The shaft/hub unit 10 comprises a shaft 12 (different embodiments of which are identified in the appropriate figures with the following corresponding reference numbers 12_1, 12_2, 12_3, 12_4, 12_5, or 12_6) functioning as a power transmitting shaft and a hub 14 (different embodiments of which are identified in the appropriate figures with the following corresponding reference numbers 14_1, 14_2, 14_3, 14_4, 14a, or 14b) functioning as an inner ring that is disposed in openings in an outer cup (not shown) and has guide grooves 15 receiving therein balls (not shown).

Please amend the paragraph on page 9, line 26 to page 10, line 13 of the application as originally filed, which corresponds to paragraph **[0049]** of the published application, as follows:

The shaft 12 has fitting portions 18 on its respective opposite ends each fitting in an axial hole 16 in the hub 14. In FIG. 1, only one end of the shaft 12 is shown, with the other end omitted from illustration. The fitting portion 18 has a shaft tooth section 22 (the other embodiment of which is illustrated in the appropriate figures with the following corresponding reference number 22') comprising a plurality of straight spline teeth 20

which have a predetermined tooth length in the axial direction of the shaft 12 and which are formed successively in the circumferential direction of the shaft 12. Specifically, the shaft tooth section 22 comprises a circumferentially alternate succession of convex peaks 22a (the other embodiment of which is illustrated in the appropriate figures with the following corresponding reference number 22a') and concave valleys 22b (the other embodiment of which is illustrated in the appropriate figures with the following corresponding reference number 22b'). As shown in FIG. 2, the peaks 22a of the shaft tooth section 22 have substantially the same tooth thickness, and extend substantially parallel to the axis of the shaft 12 (see FIG. 1).

Please amend the paragraph on page 10, line 20 to page 11, line 1 of the application as originally filed, which corresponds to paragraph **[0051]** of the published application, as follows:

The hub 14 has, on the inner circumferential surface of the axial hole 16, a hub tooth section 28 (the other embodiment of which is illustrated in the appropriate figures with the following corresponding reference number 28') having a plurality of straight spline teeth 26 that fit in the fitting portion 18 of the shaft 12. Specifically, the hub tooth section 28 comprises a circumferentially alternate succession of convex peaks 28a (the other embodiment of which is illustrated in the appropriate figures with the following corresponding reference number 28a') and concave valleys 28b. As shown in FIG. 2, the peaks 28a have substantially the same tooth thickness and extend substantially parallel to the axial direction of the shaft 12.

Please amend the paragraph on page 11, lines 2-7 of the application as originally filed, which corresponds to paragraph **[0052]** of the published application, as follows:

FIG. 3 shows, in enlarged partial longitudinal cross section in the axial direction of the shaft 12 (12_1, 12_2), that a peak 28a of the hub tooth section 28 engages in a valley 22b of the shaft tooth section 22. In FIG. 3, a position corresponding to an axially central point of the shaft tooth section 22 is represented by P0.

Please amend the paragraph on page 13, lines 2-7 of the application as originally filed, which corresponds to paragraph **[0058]** of the published application, as follows:

The valley radii ΦA1, ΦA2 represent respective distances from the central axis of the shaft 12 to the bottom lands of the valley 22b of the shaft tooth section 22. The peak radii ΦA3, ΦA4 represent respective distances from the central axis of the shaft 12 (12_1, 12_2) to the top lands of the peak 28a of the hub tooth section 28.

Please amend the paragraph on page 13, lines 8-20 of the application as originally filed, which corresponds to paragraph **[0059]** of the published application, as follows:

The distance L2 in the shaft tooth section 22 may be set to a value greater than the distance L1 in the shaft tooth section 22 (L1<L2). The distance L2 in the shaft tooth section 22 and the distance L3 in the hub tooth section 22 may be set to substantially equal values (L2 L3), or the distance L3 in the hub tooth section 22 may be set to a value greater than the distance L2 in the shaft tooth section 22 (L2<L3), for allowing an offset (described later) to be easily established depending on dimensional tolerance and

dimensional accuracy and also for improving the ease in assembling the shaft 12 (12_1, 12_2) and the hub 14 (14_1) together. In FIG. 3, the distance L2 and the distance L3 are not plotted accurately to actual dimensions.